CYCLE NEWS

(Formerly Motorcycle Journal)

15¢

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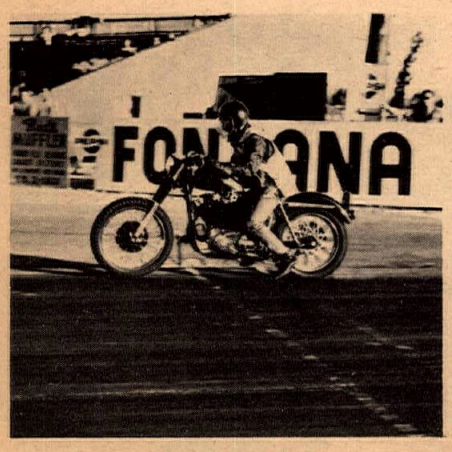
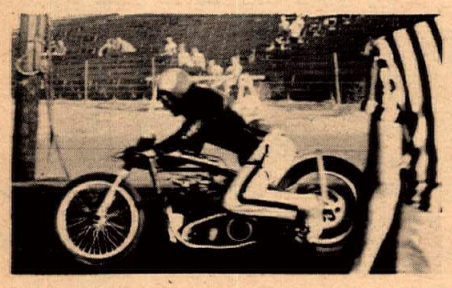


DRAGS

CYCLE ALLEY

By R. A. EBELING

How do you cool an engine with hot air? This was the question asked most often this weekend. Despite the heat, a new E.T. and speed record was set by Moulders and Reese on their Norton in B Street class. Their is really a mark for other riders and owners to sight on: 12.43 seconds, 105.63 m.p.h. Murray and Cook showed the signs of fine teamwork by winning their class at both strips and taking top fuel at Fontana. These fellows have run on the International Team and are consistant winners, yet cannot obtain a sponsor. Some-



Dan Kleiman wrings out his new ¼ mile missile at Fontana Saturday.

body (a Triumph dealer?) is missing out on a good thing.

Last week their cycle outran all the cars in both E.T. **and** mph.

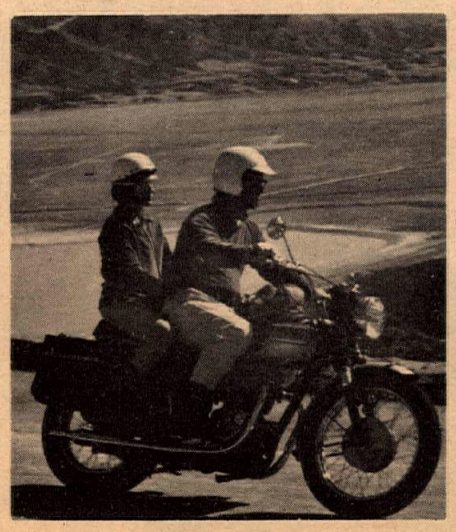
Bob Michael "The Black Knight" was also a double winner, but had to make every gear change clean to outpace Purves with his Harley at Lions.

Some competition bikes try hard and yet never quite make the head of the class. But Jerry Johnson showed us all it **can** be done by taking the trophy D in Street.

A Street is not a class to be overlooked. At both strips Harley did it. Skip Laughlin showed us how at Fontana in B Street class. He would have been reading the opponents number at Lions. One and a half second slower than Moulders and Reese.

Lions Drag strip does run bikes on Saturdays. The gates open at 1:30 p.m. Eliminations start at 6:30. Your bike must turn a 15 second or better elapsed time.

ROAD



A CLEAR, WARM MORNING

Most of us who ride the Johnson Run every year see it less as a challenge to our competitive instincts than an invitation to have fun on our bikes in company with others of our nature in whom we can take pride. As a result, few took the schedules seriously and we all enjoyed the ride.

Waking up before the sun seems to give one a clean head start on the day. This we thought, enjoying the empty pre-dawn freeways leading into Pasadena. Other birds were earlier yet, we discovered. At the starting place of the rally motorcycles already lined the street adjoining the Triumph distributorship founded by the late Bill Johnson. Among them, or soon to arrive, were nearly every major and minor celebrity the Western motorcycle business has.

From Kenny Von Dutch to J. C. Parkhurst, from Lloyd Thaxton to Hector Monje and from the "Times" to CYCLE NEWS we drank coffee and marvelled at the clear warm day.

CYCLE NEWS was comfortably

(Continued on Page 5)

DESERT

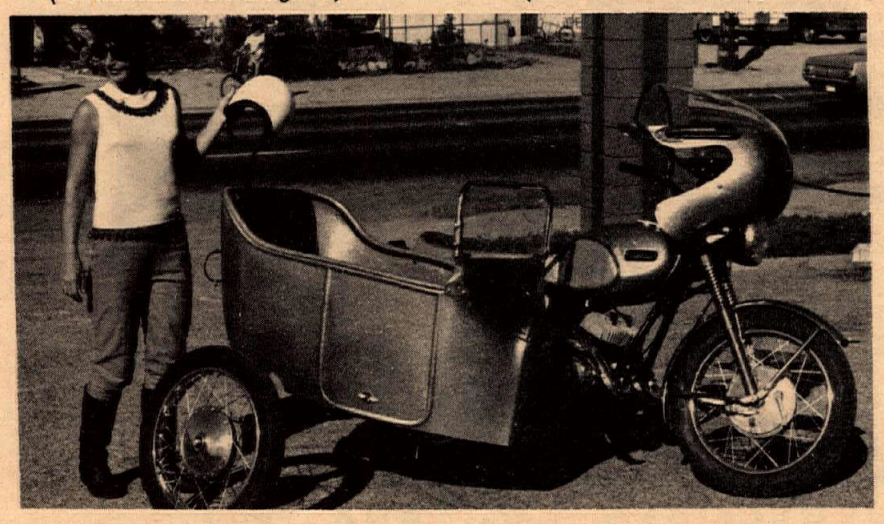
Ken Knudsen won the state championship hare scrambles by four minutes Sunday after taking the lead from hard-luck Ron Nelson 12 miles from the finish.

Nelson led 54 miles of the 72-mile race — from the first check on loop one to the second check on loop three — before his clutch gave out and his throttle cable snapped. Nelson had taken the lead from Bill Morales after the first check and was six minutes ahead of the pack when the troubles hit him. He still managed to finish 11th.

Less than two months ago, Nelson had to return to the pits in the national championship hare scrambles when his seat came off. That time, he came back to finish fourth.

Knudsen led a six-rider Triumph sweep in the Buzzards Motorcycle Club race, with Don Surplice second and Wayne Moore third. Gary Conrad finished seventh overall, and was the first lightweight in. Conrad, Gre-

(Continued on Page 4)



Unique is the word for this flexi sidecar built by Geo. Barris and soon to be seen in the movie "Out of Sight." It is powered by a Yamaha Big Bear Scrambler and was ridden by Don and Janice Brymer of Long Beach.

ASCOT

LOUIS TAKES FIRST ASCOT VICTORY AS HALF-MILE EXPERT

Guy Louis, second-year expert who still holds two amateur track records, won the first main event of his expert career Friday night at Ascot Park.

Louis blew by Sammy Tanner coming out of the south turn on lap eight, then held off Dan Haaby for the victory. Haaby slid inside Tanner going into the north turn on lap eight, dropping the season point leader to third place. Mert Lawwill finished fourth and Dick Hammer fifth.

Louis has finished second on his Shell Thuett-tuned Enfield more than a half-dozen times this year. Several times, he has led early in the race before dropping to the runnerup spot. In recent weeks, he has started poorly then made a late charge for the lead only to run out of time. Friday night he finally put together a good first half and a good second half to win the gold.

He stayed close to Tanner for seven laps, took advantage of his opening and won by six lengths. Tanner, who had an 11-race win streak snapped by Blackie Bruce Oct. 8, has now finished third twice in a row and hasn't won a main since Oct. 1.

He still leads the point standings though, by more than 500 points over Haaby. Tanner won his heat and beat Hammer, Haaby and Eddie Hammond in the trophy dash Friday night to up his 1965 win total to 41 — the same number he won last year. He has three weeks to improve that record.

Hammond won his sixth main event and 26th race of the year, taking the yellow plate main over fast-closing Jim Nicholson and Gene Romero. The time of 3:59.27 was the fastest of the year. Hammond's 1:58.73 heat was also the year's fastest.

Nicholson rode the last five laps of

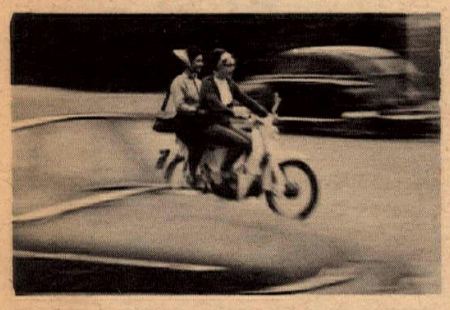
(Continued on Page 3)

Parking Is The Problem

by David Shaw

Many people think a college student's most arduous tasks are passing English and staying sober at fraternity parties. Not so. Everyone passes English and no one stays sober. A student's biggest problem is finding a parking spot on campus in time for the 8 a.m. class.

On the massive campus of the University of California at Los Angeles (UCLA), parking is so scarce a student last year filed suit against the school and the city for prohibiting parking on nearby residential streets during peak class hours. She won the suit — and the right to walk one mile to and from class every day.



Hurrying to class, these students will find a parking place no problem.

Other students are not so energetic. They pay $30 per semester ($60 per year) for the right to park in a lot a quarter-mile from the center of campus—providing they can convince the administration they deserve a spot in the lot. University administrators dole out parking permits with the gleeful generosity of Bart Markel letting a rider go around him in the turn of any oval track in the country.

Because parking places are as rare as literate Hell's Angels, many students have started riding motorcycles to school. Some pack small mopeds and Honda 50's in the trunk of their cars, drive to within five miles of campus, park on a side street, unload and two-wheel it the rest of the way. Others make the entire trip by motorcycle.

There are special motorcycle parking areas all over the central campus — right next to classroom buildings. Students are expected to shut down when they come close enough to disturb classes in session — and they generally do just that. They park, pick up a few books at a nearby locker and walk to class.

The advent of the motorcycle on the college campus has not been greeted with scorn, but with envy. No Ford-driving — or even Corvette-driving — student turns up his nose at the motorcyclist. Particularly since a good many of the motorcyclists are girls — attractive girls.

Admittedly, some students from high-income families have had to adjust to the sight of a half-dozen students of both sexes ambling into class with books in one hand and helmets in the other. And it is a bit disconcerting for some to sit next to a girl who slips black riding gloves, not white dress gloves, out of her purse when the bell rings.

But since most of the students who ride motorcyclists are non-conformists concerned more with practicality than appearance, the non-cyclists can't afford to criticize. It is the non-conformist who is generally the intellectual. And whoever heard of calling a guy a "hood" or a "jerk" when he has just outscored you by 20 points on a tough exam?

The riders do have a complaint or two themselves, though. They wish bicycle riders would stop parking in their places, and they wish the school would redesign the book lockers. Most lockers are too narrow for helmets with bubble shields attached.

UCLA reserves some of the best parking lots for two wheelers.

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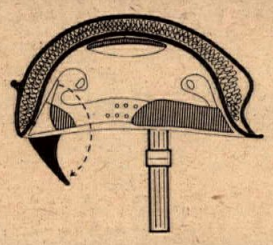

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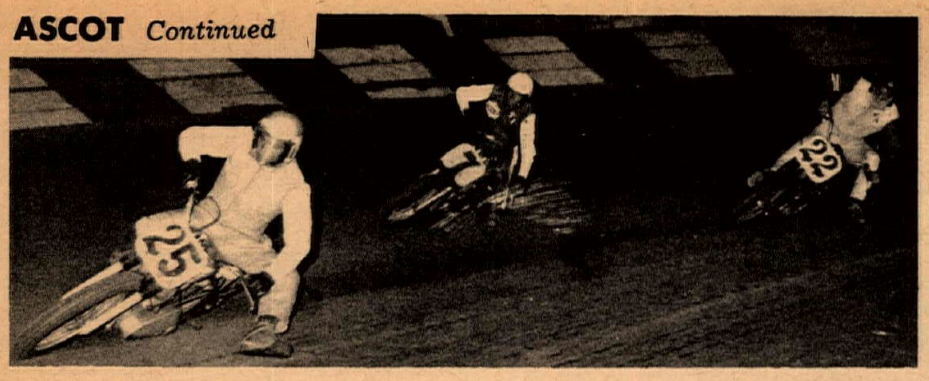
ASCOT *Continued*



Guy Louis holds the pole with Sam Tanner trying the outside and Dan Haaby lurking behind, frozen in action at Ascot last Friday by Dale Boller's camera.

the main in his own driving style, sweeping wide into the south turn, then skimming down the backstretch in a full bore power slide. He roared by Romero with this technique and closed on, but couldn't quite match Hammond.

Hammond stretched his point lead over Nicholson slightly, and now owns 1,704 points to Nicholson's 1,-646.

Johnny Isaacs avenged his defeat by Ron Kruseman in last week's novice main, taking his 12th 'B' final of the year in 3:18.71. Kruseman was second. Both men won their heats close Friday.

THORWALDSON FIRST IN SPOKEBENDERS DESERT BASH

Rich Thorwaldson, picking up where Gary Conrad left off, won the Spokebenders hare scrambles on a 250cc Bultaco Oct. 17.

This was the second—straight desert win by a lightweight, Conrad having won the Checkers hare and hound the previous week on a 250cc Greeves.

Thorwaldson beat 102 heavyweights and 108 other lightweights—including 28 under 100cc — across the finish line in the Spokebenders' fifth annual event.

Three on heavyweights — Ron Nelson, Larry Bergquist and Bob Ferro —followed him home. Another light cycle with Bob Friant aboard finished fifth.

Approximately half of the entries finished the race.

(Results on page 9)

NEW 250 SPEED RECORD

George Roeder, six-time national champion from Monroeville, Ohio, added new laurels to his 12-year career last week, breaking the AMA class C record twice on the salt flats at Bonneville, Utah.

The 250cc record was set last year by Roger Reiman on a Harley-Davidson Sprint at 156 mph. Roeder came back this year for the Milwaukee factory to run a two-way average of 170 mph, then top this with a new, all-time record run of 176.817 mph for a two-way average that tops both the class C (gas) and the class A (fuel) records.

The 250cc Sprint model that was used for the record 176 mph run was developed from a standard production engine enclosed in a full shell streamliner. The engine used standard pump gasoline.

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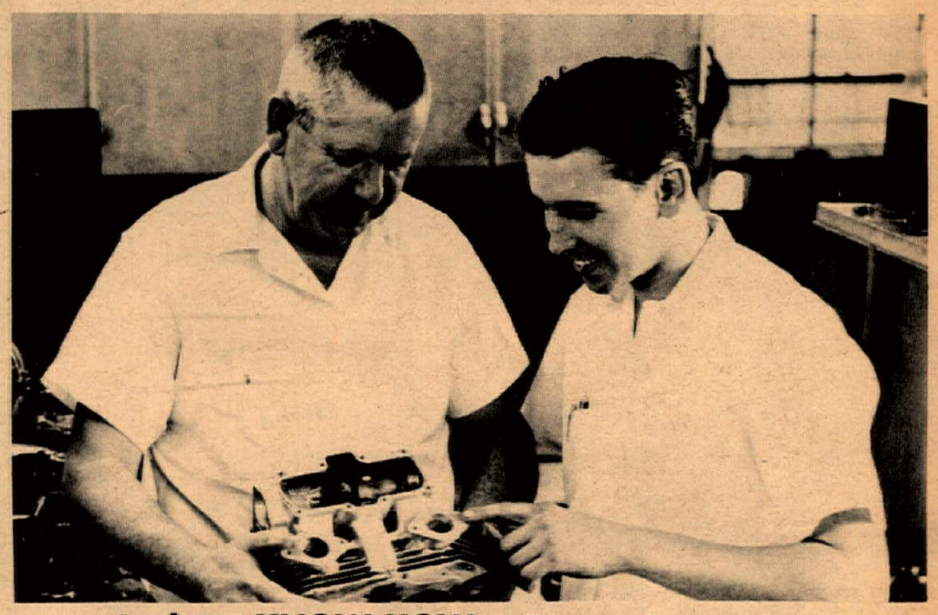

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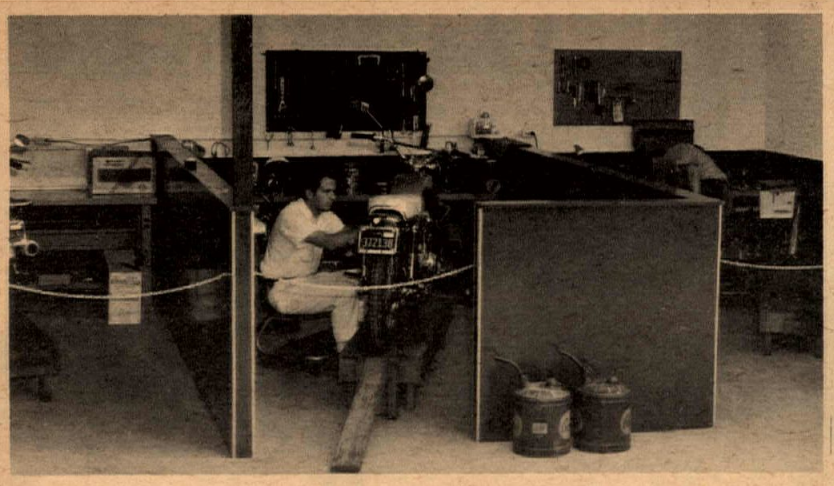

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NEXT WEEK NOMADS SCRAMBLES REPORT

DESERT *Continued*

eves mounted, was the only non-Triumph rider to finish in the first nine.

It was hot, dry and dusty on the Buzzards' course, with the riders plunging into one sandwash after another, scaling hills and rambling through cobby desert. There were few rocks and several sections of fast flatlands.

The run drew 223 entries, 95 of whom finished. Another 40 trail riders tried the first lap of the course on their machines of less than 100cc's and 27 of them finished. Honda-mounted Earl Roeseler was the first trail rider in. Bill Menchen, Hodaka, was second.

Novices scored extremely well in the big race, with Honda-mounted J. N. Roberts taking 10th overall and first in the 250cc novice class.

Another 250cc novice, Steve Staats, was 16th — two positions ahead of his father, Bill Staats, an open amateur. There were six novices in the first 25 and 19 in the first 50.

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The 250cc class was won by an old favorite and a top desert rider, Lee Stumpenhaus on his 250cc Greeves. Lee has throughout the year won sev-

Numbers 30, Keith Mashburn and 3, Dave Smith start off the 50cc Main

eral main events. This is the first time he has had a double win, winning the trophy dash as well as the main.

Top man in the 100cc class, Johnny Balaam on his Gilera, won the 100cc main but only after getting by Rick Woods on the second to last lap when Rick went a little wide. Rick did much better in the trophy dash, winning it by a bike length over Balaam.

Keith Mashburn was able to repeat his performance of two weeks ago in the 50cc main. Probably two of the most competitive riders and closest friends are Keith Mashburn and Dave Smith, and they have continually battled throughout the entire season for the first place position in the 50cc class.

(Results on page 9)

South Gate Raceway

Both the 250cc main event and trophy dash were won by De Wayne Keeter. De Wayne during the last several months has come on very strong. Lee Stumpenhaus, the winner of the trophy dash and main event from the previous night at Orange County, took second place.

Keeter also repeated in the 100cc main event and trophy dash, winning them both. De Wayne was out front in the 100cc main, closely followed by Bud Aronson and Johnny Balaam.

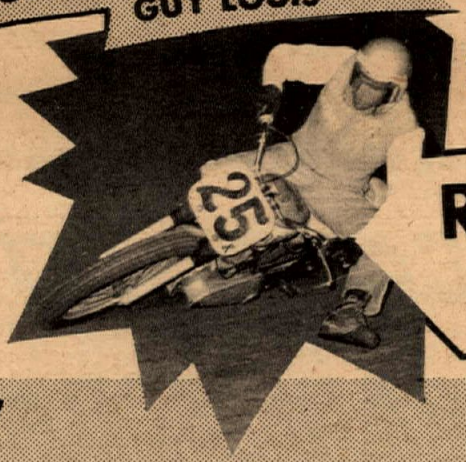
Photos by Robert Krips

Montesa manipulator DeWayne Keeter stretches his lead.

The 50cc trophy dash and main event both went to Keith Mashburn, again followed by his most avid rival and friend, Dave Smith.

(Results on page 9)

ROYAL ENFIELD WINS AGAIN!
ASCOT ½ MILE EXPERT MAIN WINNER LAST FRIDAY
GUY LOUIS



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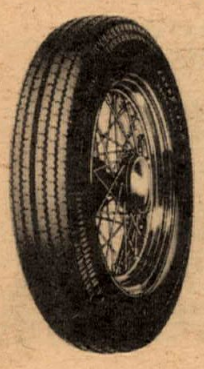
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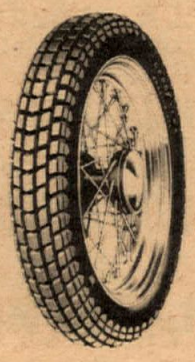
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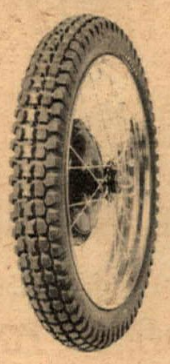
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A Clear, Warm Morning

(Continued from front page)

equipped with a giant-size Harley-Davidson courtesy of Dean Hummer's San Fernando Harley-Davidson store and a 450cc Honda lent generously by Norm Best from his Whittier store.

At precisely 6:31, a celebrity so minor we didn't catch the name started riders in groups with the traditional count down. His duties were soon awarded to Cal Brown, one of the better known enduro champions, who helped organize this year's Johnson Run. There were points to be retained by arriving at scattered checkpoints on time. If a rider arrived early or late he lost at the rate of a point a minute.

How to Ride a Rally

This meant one had to maintain a predetermined average speed, which is not as easy as it seems. If you started the run and rode steadily with the speedo needle on whatever mph average is called for, you would arrive on time with no points lost, provided your speedo agreed with that of the folks who laid out the run. But one must stop occasionally or speed up for traffic, and this wrecks that plan.

As Cal explained, the best plan is to break the average down into minutes-per-mile and write this down on a little grid taped to the top of your tank. So with an announced average of, say, 30 mph your grid would look like this:

MILES	MINUTES
1	2
2	4
3	6

etc.

Then, using a large pocket watch hung on a strap around your neck, you can determine how many miles from the last check you should have traveled by any given minute. Cal resets his large watch to 12 at each check.

And here is a secret Cal didn't make us promise not to tell: To elimate the difference between his speedo and the organizer's, Cal determines the "speedo error," or difference, and resets his odometer over or under 00000 to compensate. Keeping close track of time and distance covered, the rider then only has to speed up or slow down to arrive at the check at his proper minute. "The object," Cal says, "is to arrive in sight of the checks 30 seconds early. You can always slow race that last 30 seconds until you put your foot down."

The Santa Ana winds of last Sunday greeted us even before we reached Santa Ana, which happened to be near the route. Freeways were shunned for the most part and some of us discovered areas of surpassing fun like Whittier's Turnbull Canyon road and swoopy Hwy. 74 out of San Juan Capistrano.

Winding up the run at the familiar Palms restaurant in Glendora, the sight of Puddingstone reservoir, dried almost to a puddle, created a powerful thirst which soon exhausted the Palms' beer supply and so, after buffet dinner and entertainment and the passing out of awards, most departed early, satisfied that we have proved once again that cycle riding is a clean and wonderful sport.

(Photos on Page 6)
(Results on page 7)

Just one of the fine looking couples who rode the Johnson Run were Ross Sherman and Joyce Redd.

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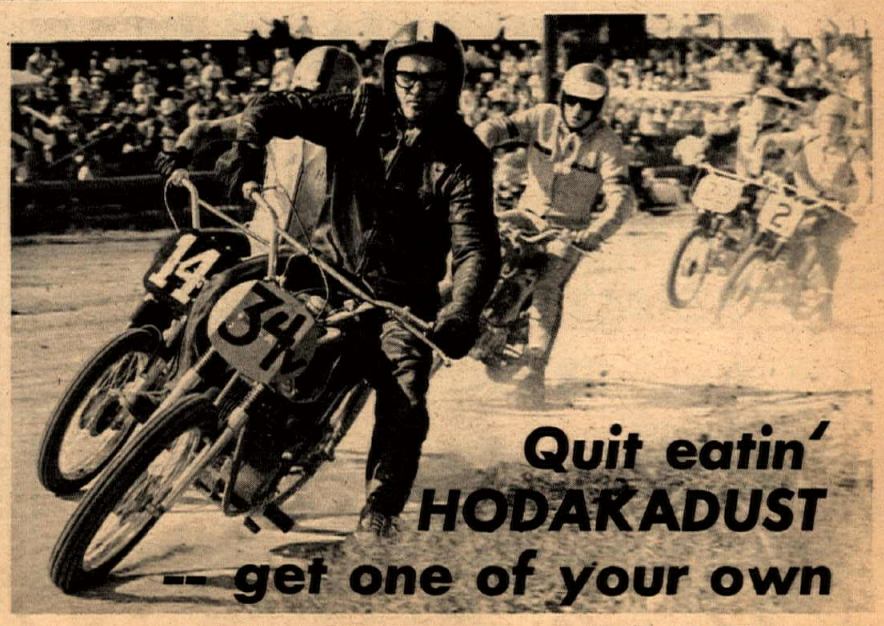

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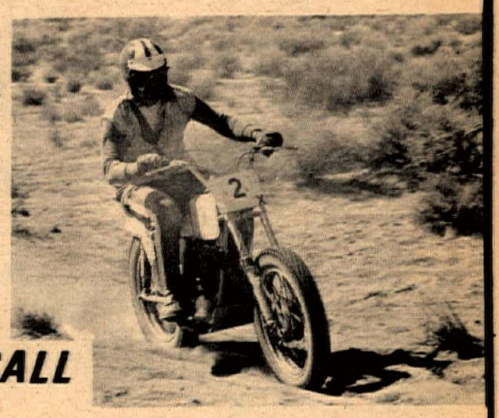

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3rd ANNUAL

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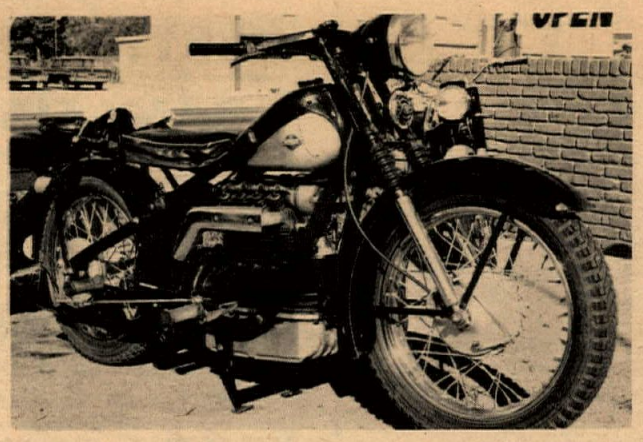
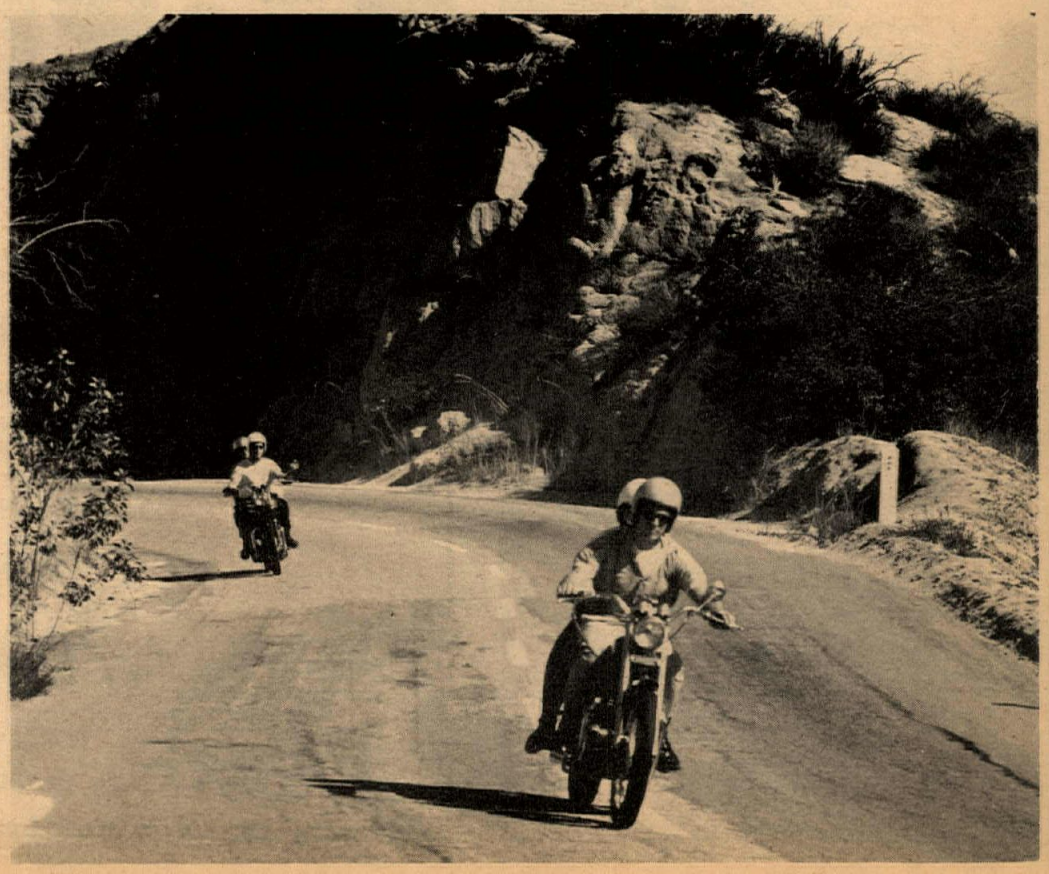
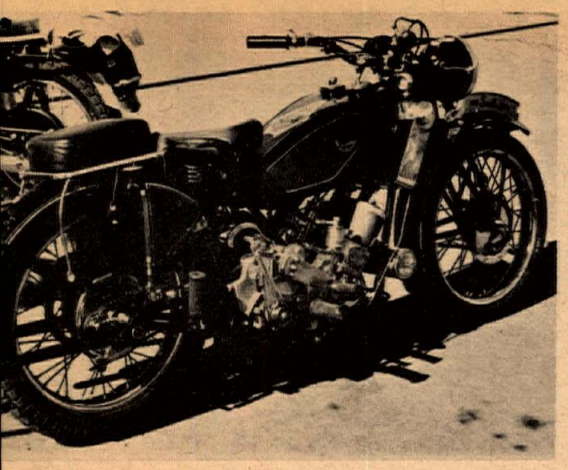
Bikes line Colorado St. in pre-dawn blackness.



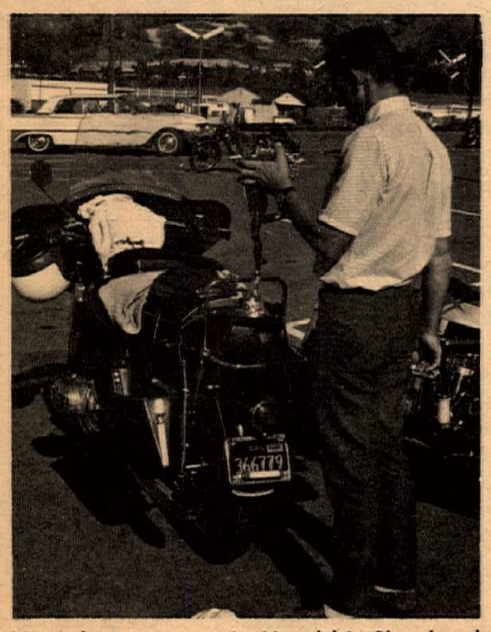
Al Baker rode his 1958 Nimbus, last of the 750cc fours built by the Danish factory.

Part of the Johnson Run followed scenic Hwy. 74 overlooking Lake Elsinore.





Von Dutch and companion Shiela rode his famous Scott Flying Squirrel, vintage 1929.



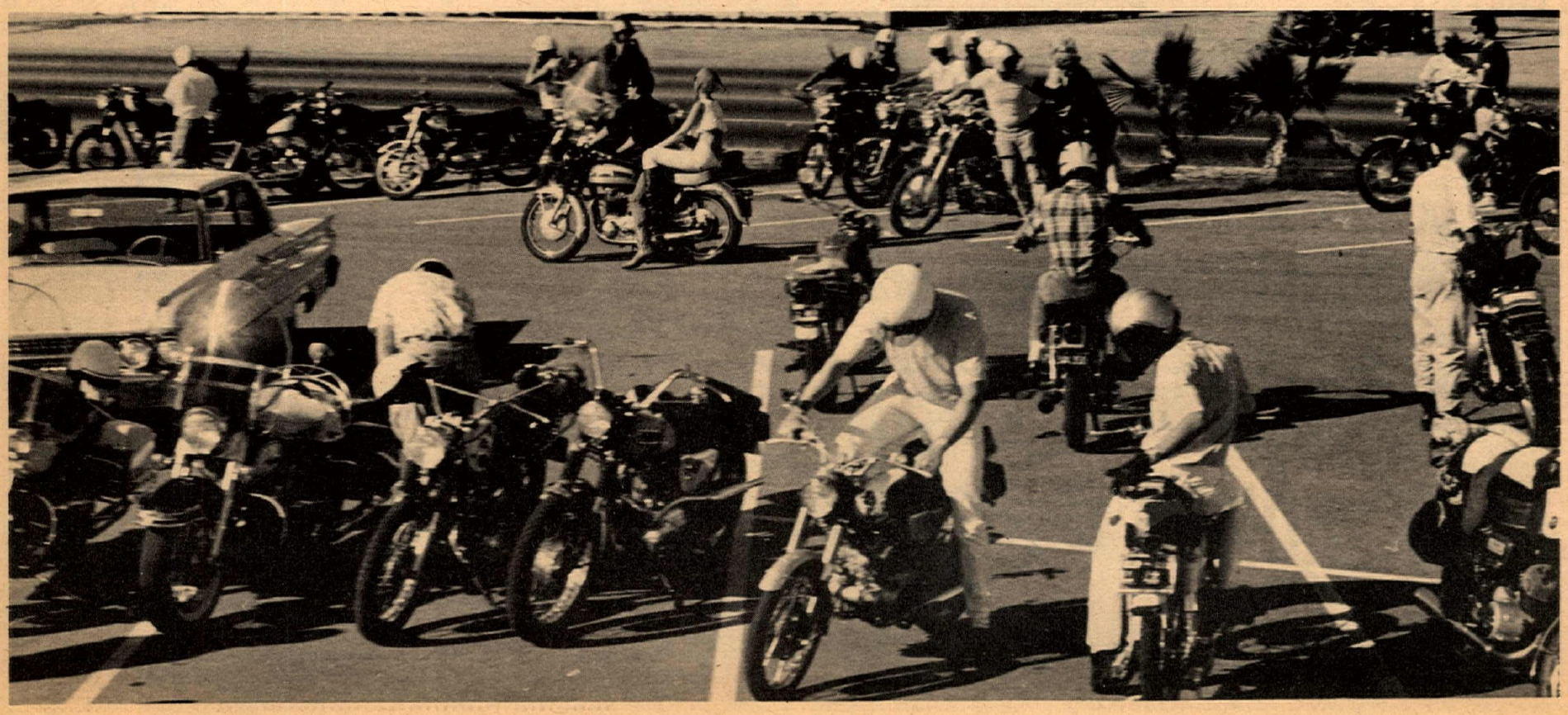
Now that you won it, Harold L. Shephard, how are you going to get the Johnson Motors sweepstakes trophy home?

Photos by Dale Boller and Carl Bartlett

RESULTS

3rd. ANNUAL
WILLIAM E. JOHNSON INVITATIONAL
ROAD SPORTS RALLY
Sunday Oct. 24, 1965

		Points
Sweepstakes		
Harold L. Shephard	Buena Park	3
Mens Solo		
1. J. R. Mc Horter	Huntington Pk	4
2. R. E. Klein	Altadena	5
3. J. A. Brown Jr	La Habra	10
Womens Solo		
1. Elizabeth McHorter	Huntington Pk	4
2. Trudi Hani	San Bernardino	55
3. Jackie Thaxton	Los Angeles	59
Dual Passenger		
1. Leo C. & Ann Lake Jr	Whittier	8
2. Robert R. & Madolyn Tryon	Fullerton	10
3. Neil M. & Val Butts	Altadena	11
Side Car - Two Entries		
1. Burney Clark	Riverside	115



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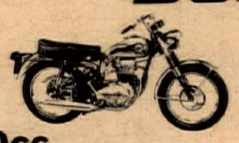
SEE THE BSA

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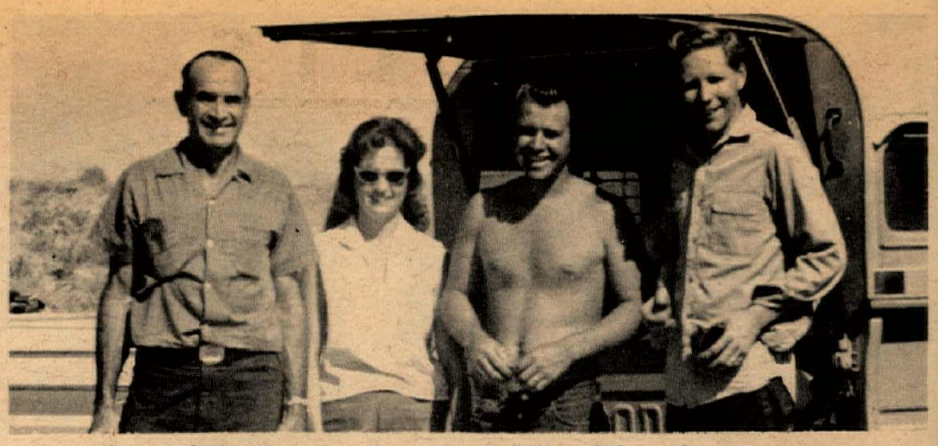
MEET GARY CONRAD

By DAVID SHAW

If Gary Conrad had his choice, he would have been 300 miles from the Mojave Desert last Sunday, hunting fowl in Northern California. But he had no choice. He's been after the No. 1 lightweight desert plate all year, and not even the opening of the hunting season Saturday could have prevented him from riding the state championship hare scrambles the next day. So he rode — and finished ahead of every other lightweight in the field to add the state hare scrambles championship to the state hare and hound and national hare scrambles championships he had won earlier this summer.

Gary and his father, Rudy, have been hunting partners since Gary was old enough to carry a gun. Every year, they go north to Merced and Wasco to shoot ducks, geese and quail. But they are partners in more than big-game hunting. They also hunt trophies — championship motorcycle trophies.



The swift family Conrad — Gary's father, left, wife, winner, and tuner Lloyd Lingelbach.

Gary, the rider, and Rudy, the tuner, have worked hard this year to win the No. 1 plate in lightweight desert competition. With a 450-point lead over the field, one would think Gary could have skipped last Sundays race. But he took no chances.

"I want that No. 1 badly," Gary told CYCLE NEWS. "To earn it, you have to ride every race whether you like the course or not and whether you would rather do something else or not. If I finish No. 1, I'll probably slack off a little next year, and just ride the events I like. I'll get to do a little more hunting, too, I imagine."

Gary says riding every Sunday has made motorcycle racing "almost like a business this year. I want to get back to riding just a couple of times a month so riding will be fun, like it was when I first started."

Now a 22-year-old plumber's apprentice, Gary began riding in 1956 while a 13-year-old Palmdale junior high school student. He had a 165cc Harley-Davidson street machine which he stripped and geared down for practice weekend riding in the desert.

The next year, he got a Dot and entered his first race. He fell four times and fouled 15 plugs. By the time he finished the first loop, every other rider had finished the whole race.

Two months later, Gary rode again and was the first lightweight to cross the finish line. He's been in front ever since. He was the first lightweight to finish in 31 of his 74 desert races. He's won 17 scrambles races in 63 tries. And in the two types of racing combined, he's finished among the top three 107 times in 137 races.

Gary rode most of his scrambles in 1962, and has ridden very few since because he doesn't find them challenging.

"Winning a T.T. scrambles depends more on the machine than the rider," he says. "Take Prado, for instance. If you have the horsepower, you win. If you don't have it, you don't win. I like something that tests the rider a little more. That's why I stick to the desert."

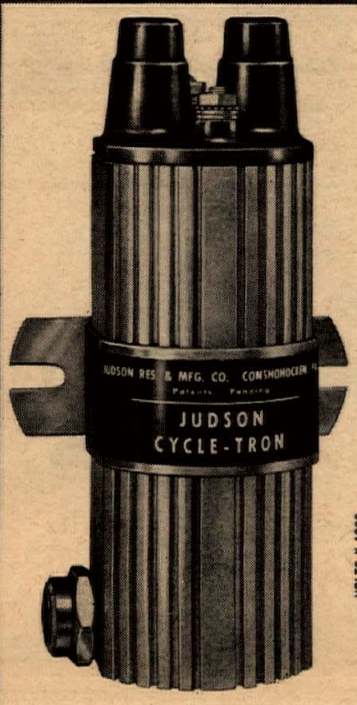
Even on the desert, Gary admits, there are courses that don't challenge the rider. These are the type courses he will skip next year.

"When I get out there, I want it rough — rocks, hills, sandwashes — anything that makes me try harder. I don't like to ride a fast, flat course that anyone can handle," he says.

Gary, a native of Los Angeles who now lives in Palmdale, is a stocky, 5-foot 10-inch 170 pounder whose physical ability is matched by his drive and determination in the desert. That combination has enabled him to carry the No. 5X plate twice, the No. 3X plate once and the No. 7X plate once in the last four years. And that same combination will probably earn him the No. 1x plate this year.

If he does finish No. 1, the first people to congratulate him will be his two biggest supporters—his father, Rudy, and his sponsor, Nick Nicholson. Both men have been with Gary all the way, helping and encouraging him throughout his career. Rudy even keeps a log on every race Gary rides.

According to that log, Gary has ridden 7,600 miles in competitive racing. To ride that far, a motorcyclist starting in Los Angeles would have to ride clear to New York, then on through Portugal, Spain, Italy, Hungary and Greece into Istanbul, Turkey. To do that, of course, he would have to ride across the Atlantic Ocean and the Mediterranean Sea. But then there are those who say Gary Conrad just might be able to ride on water. He's ridden on everything else.



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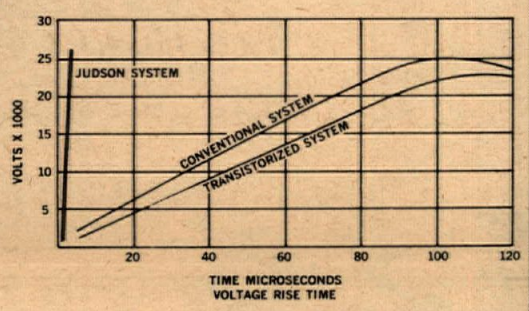

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THE FINISH LINE . . .

By ROXY ROCKWOOD

Not too many experts have the patience to wait two years to win their first main event. Guy Louis did and it paid off last week on the Ascot oval. His win was one of the most decisive this year and one of the fastest 15-lap trips recorded.

Guy was a hotshot amateur a couple of years ago. He set some records that still stand. It is hard to be a big winner one year and just one of the boys the next two.

Now that he has won one and knows the combination don't be surprised to see him win at least one of the remaining three events.

Louis has been backed by Bill Heins and Shell Motors since he started racing in 1962. Heins is an ex-rider who is a full-time police sergeant when not playing with Enfield racing engines.

Branch is Back

Jerry Branch is back in the racing business with his trim orange and white H-D. Jim Nicholson is the current pilot who is giving the fans a treat to some fine sliding and pure horsepower runs down the shutes.

Nine experts have now won at least one main event this season. This tops any previous records at Ascot for the amount of riders to sit in the select circle with a white number plate.

Only ten riders make the final each week so the field is only one shy of being a complete winning lineup from end to end. All winners this year are California riders. All but one will be entered for the state championship race on the final night, Nov. 12.

Biggest bench racing argument going these days is who is the best amateur—Eddie Hammond, Nicholson, Gene Romero or Chuck Jones. It gets real heated in some quarters.

All Four Tough

Of the four, Romero appears to be the best all-around in half-mile and TT events. Nicholson is a shade behind with Jones third. Hammond looks better and better on the oval but still needs more time in TT events.

Quite a few brand changes are in the wind for next season by top riders. There are also many rumored changes in racing machines for '66. Look for BSA to jump back in with both feet.

Road race followers of the AMA type may have some good news in a few weeks. The same can be said for riders that have been waiting for some indoor short track racing in the L.A. area over the winter months.

RESULTS

ASCOT POINT STANDINGS
Thru Oct. 22

EXPERT CLASS

1.	Sammy Tanner (BSA)	2197
2.	Dan Haaby (BSA)	1592
3.	Cal Rayborn (H-D)	1109
4.	Ralph White (BSA)	1037
5.	Neil Keen (BSA)	996
6.	Guy Louis (ENF)	986
7.	Dick Hammer (TRI)	953
8.	Blackie Bruce (ENF)	712
9.	Mel Lacher (H-D)	648
10.	Mert Lawwil (H-D)	471

AMATEUR CLASS

1.	Eddie Hammond (BSA)	1704
2.	Jim Nicholson (H-D)	1646
3.	Chuck Jones (Velo)	1048
4.	Gene Romero (TRI)	1010
5.	Paul Conserrerie (H-D)	965
6.	Sonny Nutter (BSA)	905
7.	Larry Rose (H-D)	745
8.	Ivan Oden (H-D)	400
9.	Mike Konle (BSA)	385
9.	Cris Draayer (H-D)	385

NOVICE CLASS

1.	Johnny Isaacs (Yam)	1804
2.	Clemmie Jackson (Yam)	1086
3.	Ron Kruseman (Hon)	929
4.	Bert Ershig (H-D)	706
5.	Alex Yerkes (Mon)	701
6.	Marshall Jennings (Yam)	686
7.	Barry Whitmore (H-D)	609
8.	Pete Bodette (Yam)	596
9.	Tim Harris (Hon)	535
10.	Gary Calkins (Yam)	427

FONTANA DRAG STRIP
Saturday Oct. 23, 1965

FUEL CLASS

Make	Class		E.T.	MPH
Tri	T.E.	Murray & Cook	10.52	133.53
Tri	B	Murry & Cook	10.52	133.53

GAS CLASS

H-D	T.E.	Bob Michael	11.99	109.75
H-D	A	Bob Michael	11.99	109.43
Tri	B	Ralph Poml	13.07	104.16
Yam	D	Motague & Rannberg	19.22	61.55

STREET CLASS

H-D	T.E.	Skip Laughlin	12.79	102.97
H-D	A	Skip Laughlin	12.73	102.50
Tri	B	Larry Mann	14.11	90.63
Hon	D	Paul Abatic	15.50	82.56

LIONS DRAG STRIP
Sunday, Oct 17, 1965

FUEL CLASS

Tri	A	Murray & Cook	11.12	132.54

GAS CLASS

H-D	A	Bob Michael	13.23	108.56
Tri	C	Len Jasmin	14.11	97.93

STREET CLASS

H-D	A	Ed McDonald	12.65	103.92
Nor	B	Moulders & Reese	12.76	102.62
Hon	D	Jerry Johnson	17.39	77.72

E.T. - Elapsed Time
T.E. - top eliminator

A - 751cc to open
B - 501cc to 750cc
C - 351cc to 500cc
D - 201cc to 351cc
E - Zero to 201cc

ORANGE COUNTY SPEEDWAY
Wed. Oct. 20, 1965

50cc TROPHY DASH

1.	Dave Smith	Toh

100cc TROPHY DASH

1.	Rick Woods	Yam

250cc TROPHY DASH

1.	L. Stumpenhaus	Gre

50cc MAIN

1.	K. Mashburn	Hon
2.	D. Smith	Toh
3.	M. Smith	Toh
4.	J. Grover	Toh
5.	R. Woods	Hon

100cc MAIN

1.	J. Balaam	Gil
2.	R. Woods	Yam
3.	L. DuBouch	Yam
4.	D. Jones	Hon
5.	K. Mashburn	Gil

250cc MAIN

1.	L. Stumpenhaus	Gre
2.	D. Smith	Bul
3.	J. Crawford	Mon
4.	L. Chandler	Hon
5.	K. Mashburn	Gre

SOUTH GATE RACEWAY
Thur. Oct. 21, 1965

50cc TROPHY DASH

1.	K. Mashburn	Hon

100cc TROPHY DASH

1.	D. Keeter	Suz

250cc TROPHY DASH

1.	D. Keeter	Mon

50cc MAIN

1.	K. Mashburn	Hon
2.	D. Smith	Toh
3.	C. Basney	Hon
4.	B. O'Neill	Yam
5.	R. Layne	Hon

100cc MAIN

1.	D. Keeter	Suz
2.	W. Francis	Hon
3.	K. Mashburn	Gil
4.	F. Ballard	Hon
5.	B. Aronson	Hon

250cc MAIN

1.	D. Keeter	Mon
2.	L. Stumpenhaus	Gre
3.	G. Cannady	Hon
4.	D. Gildehaus	Hon
5.	M. McDonald	Bul

SPOKEBENDERS HARE SCRAMBLES
Oct. 17, 1965

		Class	Make
1.	R. Thorwaldson	250E	Bul
2.	R. Nelson	500E	Tri
3.	L. Bergquist	OE	BSA
4.	B. Ferro	OE	Tri
5.	B. Friant	250A	Mon
6.	D. Vick	500E	Tri
7.	K. Knudson	OE	Tri
8.	B. Arison	OE	Tri
9.	L. Peterson	OA	Tri
10.	J. Martino	500E	BSA
11.	D. Ogilvie	OA	Tri
12.	M. Patrick	500E	CZ
13.	G. Cole	250E	Gre
14.	J. Cameret	OE	Tri
15.	L. Lingelbach	250E	Gre
16.	R. Price	OA	Tri
17.	W. Taylor	500E	BSA
18.	W. Bryce	500A	Tri
19.	R. Harris	ON	Tri
20.	T. Robertson	250N	Gre

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1st OVERALL -- CHECKERS H. S. -- GARY CONRAD
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SPORTS MOTOR SALES 420 South Brand Blvd., Glendale. 243-1704. S.I.S. Motorcycles—wholesale—retail—riding and racing accessories.

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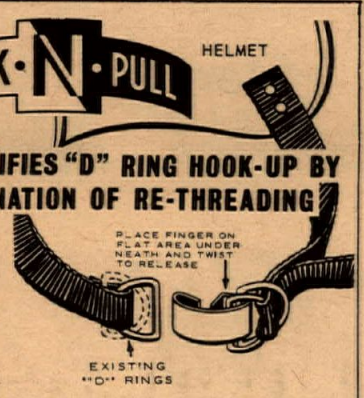

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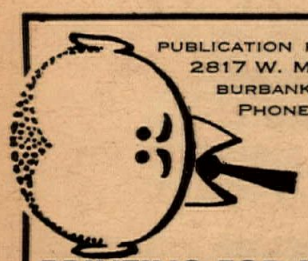
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CALENDAR OF EVENTS

THURSDAY, OCTOBER 28

SHORT TRACK — South Gate Raceway hosts hotshoes from American Cycle Association in full program, starting at 8 p.m.

Take Long Beach Freeway to Firestone Boulevard, Firestone east to Garfield Avenue, Garfield south to Southern Avenue and Southern west to the track.

FRIDAY, OCTOBER 29

FLATTRACK — America's top Class C riders head into the final month of the 1965 season at Ascot Park. Races start at 8:15 p.m.

Take the Harbor Freeway to Artesia Street, west on Artesia to Vermont, south on Vermont to 182nd Street.

SATURDAY, OCTOBER 30

DRAG RACES — Fuelers, gas and street bikes of the 2-wheeled variety blast off at 1 p.m. at the Fontana Drag Strip. Go out the San Bernardino Fwy. to Etiwanda turnoff, north to Foothill Blvd., then right on Foothill to the strip. (Every Saturday). Eliminations start at 7 p.m.

TT STEEPLECHASE — Final TT of 1965 at Ascot Park. Races start at 8:30 p.m.

DEATH VALLEY RUN — First day of two day gypsy tour. Biggest road event in the world. Eleventh annual affair to be attended by thousands of motorcycle enthusiasts.

SUNDAY, OCTOBER 31

SCRAMBLES — Sprockets M.C.'s annual North vs. South challenge. District 37 (southern Cal) puts its best against the finest riders of Dist. 36 A (North Cal.) on the short, action-packed TT course at Sprocket Park. Limed from New Freeway outside Bakersfield. Get there in time for little bikes if you want to see some fun. Starts at 10 a.m.

ENGLISH TRIALS — First gear riding over and around the obstacles. Sign up by 10:30 a.m. Family fun by the Southern California Trials Association behind Ascot Park, 182nd & Vermont. Take Artesia turnoff from Harbor Fwy. West to Vermont, then south one block and turn left. Observers welcome and needed.

DRAG RACES — Lions Associated Drag Strip hosts all two-wheel classes. Levis ok in street class. Full leathers for gas or fuel. San Diego Fwy. to Alameda, south one block then left to the Strip. Qualifying starts at 9:00 a.m. (Every Sunday).

CHALLENGE SCRAMBLES
SPROCKETS M.C.
2nd Annual
NORTH (dist. 36a)
vs.
(dist. 37 SOUTH)
at SPROCKET PARK
Near Bakersfield
(limed from the new freeway and 24th Street).
SMALL BIKES — 10 a.m.
250cc & OPEN — 12 noon
OPEN TRACTION — Class C Rules
Questions to
SKIP SAYLOR (805) 525-4326
SUNDAY, OCT. 31

THURSDAY, NOVEMBER 4

SHORT TRACK — ACA hotshoes whip around compact South Gate Raceway, starting at 8 p.m.

FRIDAY, NOVEMBER 5

FLATTRACK — Next to last half-mile race of 1965 at Ascot Park, starting at 8:15 p.m.

SATURDAY, NOVEMBER 6

DRAG RACES — Fuelers, gas and street bikes of the 2-wheeled variety blast off at 1 p.m. at the Fontana Drag Strip.

SUNDAY, NOVEMBER 7

ROAD RACES — Willow Springs.

SUNDAY, NOVEMBER 28

ROAD RACES — Last of the season, Carlsbad.

COMING SOON

GRAND PRIX SCHAMBLES — Annual Dirt Diggers M/C event at Hopetown (Corriganville) Nov. 20-21).

12-HOUR GRAND PRIX DE ENDURANCE — First Annual, Jan. 1st, A.C.A. (tentative).

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Willow Springs - Nov. 7
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CLUB DIRECTORY

AMERICAN CYCLE ASSOCIATION. For race riders in speedway, moto-cross and road racing, as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, 145 B West Whiting, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write AFM 5439 Troost Ave., North Hollywood 91601.

ANTELOPE RAMBLER'S MC of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting. Mail address: P.O. Box 645, Palmdale, Calif. Phone 947-2434 or 947-4633.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd & 4th Tues of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30 p.m.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRT DIGGERS MC of Santa Monica, Calif. AMA Sanc. Meets Every Wed. at 8:30 p.m. at 2029½ Pontius Rd., W. Los Angeles. Mail address: 8921 11th Ave., Inglewood. Ph. OR 8-2868.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For further info. call Paul at 699-0298.

GOLDEN RODS Road riding AMA charter. 651 W. 170th St. Gardena, phone 324-8457. Meets first and third Tuesdays at 8 p.m.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanct. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting refreshments. Mail address: P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (just off Lakewood Blvd.) Ph. 861-6345.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull, Secy.: Phil Todd. Mail address: 697 Vine St., Oak View, Cal. (805) 649-2972.

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove, (714) 893-1156.

NOMADS MOTORCYCLE CLUB meet second Thurs. of each month. For information call FR 9-3564, or write 1717 Wallacott St., Redondo Beach, Calif.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle Track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. A.M.A. Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St. Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif., AMA sanc. Meets at Spinners Clubhouse 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address: 1651 Market St., Gardena, Calif.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC INC. of El Monte, Calif. AMA sanc. Meets at 10814 Bryant Rd., El Monte, every Monday 8 p.m.—first meeting of month closed. Post-meeting club run during activity contest. Shuffle board and skill pool at clubhouse. Mail address: 10814 Bryant Rd., El Monte, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanc. Meets at Cabrillo Beach Boathouse, Cabrillo Beach, San Pedro every Thursday at 8:00 p.m. Mail address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif. every Tues. nite 8:30 p.m. Mail Address 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC of Torrance, Calif. AMA sanc. Meets at McMaster Park, 3624 W. Artesia Blvd., every Monday at 8 p.m. Mail address: 11202 S. New Hampshire, Los Angeles, Phone 222-2720.

SPOKE-BENDERS of South Bay. Desert competition club, AMA chartered. Meet 1st & 3rd Sat. p.m. each month at El Tiro Park in Torrance. Mail: Ron White, 3619 W. 152nd Street, Lawndale. OS 9-6748.

SOUTHERN CALIF. TRIALS ASSOCIATION—English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland. Mail address: P.O. Box 515, Sunland, Calif.

TRINITY TRAILSTERS MC, INC. Meets 1st Wed. & 3rd Sun. at 6:30 p.m. at Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

VALLEY TRACKERS MC of Sepulveda, Calif. AMA sanc. Meets at 9010½ Sepulveda Blvd. every Monday at 8 p.m. Post Meeting. Mail address: c/o Don Mattson, P.O. Box 3367, Granada Hills, Calif.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

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Send information to CYCLE NEWS

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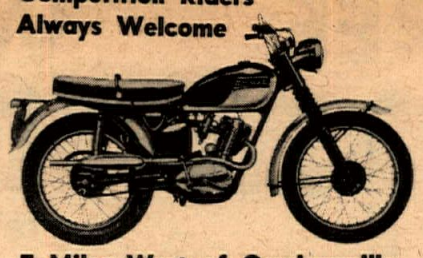

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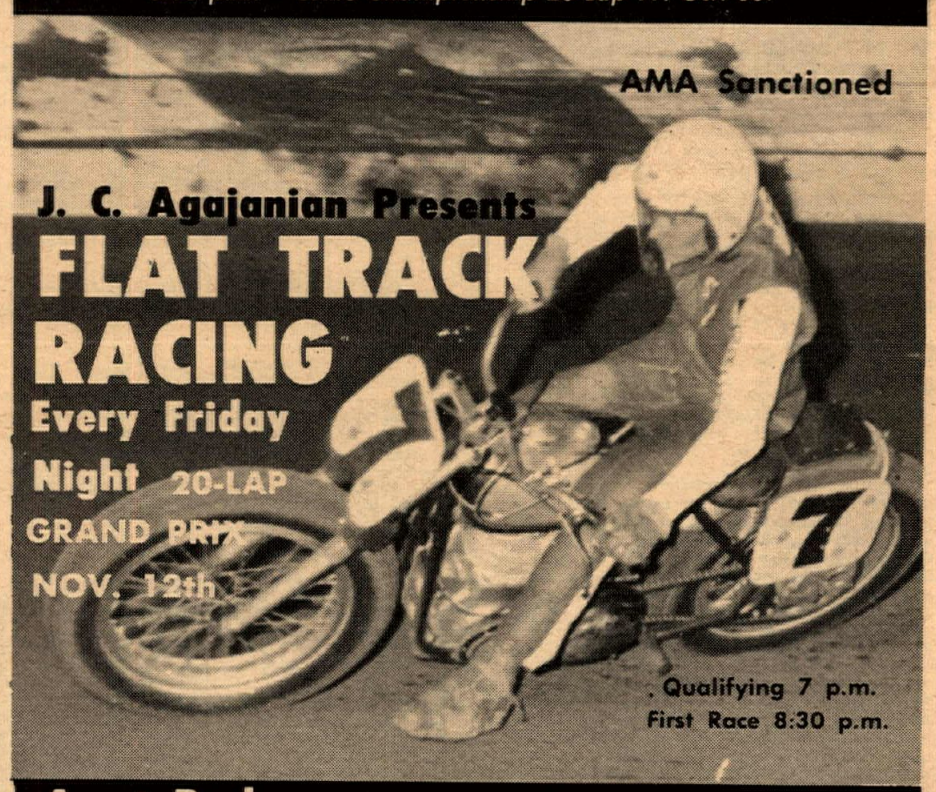
8:15 p.m. — State Championship 20-Lap TT. Oct. 30.



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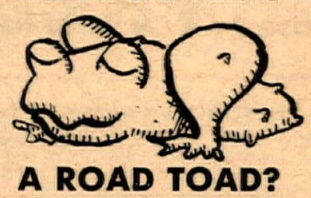

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FOR SALE: BSA, 5 gallon, fuel tank, painted Norm Reeves co lors, black with white stripe, white star with gold trim, and red letters BSA, $5.00 - Ron Allyn, P.O. Box 1852, Santa Ana, Cal Phone (714) 541-4244

1964 VELOCETTE CLUBMAN parts - Generator $30 - regulator $6 - headlite $15 - chrome front & rear fender $10 & $7 - speedometer & cable $24- black custom made cover $15 - misc parts 289-1205

GO-KART PARTS FOR SALE: steering assembly, chrome spindles, front axle, swing mount, aluminum rear axle, sprockets, custom-made pedals, Bendix wheels, practically new Carlisle Slicks, near new MC-7 engine. The whole lot for $100 or make offer on any of them. Call Mike at (213) AT 8-0486, 1175 Grandridge, Monterey Park.

BUICK RIVIERA 1965 - 10,000 miles, full power - Air cond - mag wheels - Monroe shocks - Ho 7-8161 or HO 7-2141 - Bill Robertson Jr.

1965 MONTES A DIABLO Scrambler $545.00 - 1964 Parilla Tourist 250cc $425.00 - 1957 Matchless 650cc $495.00 - Steve Hurd M/C, 1405 Olympic Blvd, Montebello, Calif. Phone 724-0466

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FREE WANT ADS,
Box 498,
Long Beach, California
Deadline is Monday in our box for the following Wednesday's edition.

BASKET CASE - 1934 Harley Davidson VL - 3 engines 3 transmissions $125.00 - 1963 Tohatsu 50cc $125. Allstate Motor scooter $49.00 - phone 882-1874 ask for Joe.

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1962 TRIUMPH TR6 - Dirt Bike, new Bates Seat, new pipes, new engine, complete work done at Lamoreaux & Milne of Glendale. Extra clean - only $600.00 Phone 663-8258 ask for John

ATTENTION ALL RIDERS - Come and ride at new track Where? Lake Elsinore - When? Nov 7 - limed at Hwy 74 & 71 - same program - 8:30 - 12:30 - 2:30 by Sinners Motorcycle Club.

SELL: HONDA 350cc SCRAMBLER - Forged-True pistons S & W Valve springs, Barnett Clutch springs, H & C cams, Bates Seat, Barnett Clutch, new tires, took 2nd in Northern Calif. Championship Scrambles. Call 988-0985

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SELL OR TRADE 1964 VW with Sunroof, Anti sway bars, radio, low miles, will take 350 - 500cc BSA or Triumph or sell for $1450. Phone (714) 533-3725.

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TRADE - SHARP 80cc YAMAHA - oversize tires, milled head for clean older BSA, Matchless or AJS, Call Nate 776-5795. Also want Mini-Bike at reasonable price.

WANT PARTS OR PARTIAL HONDA 150 to make complete. Will take in any condition - basket etc. HE 7-9005

MUST SELL: 1964 El Camino - Take over payments, will consider trade, brand new tires, 4 speed trans - call 931-5119

LOST ON JOHNSON MEMORIAL RALLY at Palms Restaurant in Glendora, Bell 500 helmet with blue competition shield. Please call 589-4802 if found.

1963 PARILLA 125cc "Wildcat Scrambler" with road equipment. $250. Call EX 1-5721

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Yamaha and other franchises Bldg. for sale or lease. Equipment available. Write to Box A, % New Motorcycle Journal, 1185 E. 19th St., Long Beach, Calif.

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"NEED THE ROOM" - Two Racing Shells - C/W 2 boat trailer & engine box: former record holders - "A" Hydro - "B" runabout - $400 cash - Jack white, 2405-2407 So. Bradway, Santa Ana, Calif.

SALE OR TRADE: Harley Chopper 80cu. in. stroker, Lots of chrome, pearl with flames, legal. Call Greg at GE 1-1852

BSA GOLDSTAR, alloy wheels - tank - eng & trans. mounts, Sonic Seat. New Tires, 1½" G.P. Carb, 3 races since rebuilt $375.00 - Phone Lee 585-1381 after 8pm (Thank you for best wishes, Lee)

FOR SALE - YAMAHA 90cc, set up for racing, everything brand new, better than off showroom floor. $300.00 - Call 352-4132

VEERRY RARE - 1958 VELOCETTE Opposed twin, 200cc Valiant model, not running but all in one piece and restorable - sell or trade phone 866-3227

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1965 COTTON COBRA like new never raced Villiers Starmaker engine. $750. no tax, (805) 495-5617 Thousand Oaks.

VELOCETTE SCRAMBLER 500cc, New piston & rings, clutch, H & C Cam, S & W Valve springs, glass tank, Bates seat. Also 1964 Honda 50 set up for track, many extras. HY 2-3392 after 5pm

FOR SALE OR TRADE - 1960 Ford F-100 P/U, long bed, 6 cylinder, stick, new paint, call Dan 830-2500

WANTED - COMPETITION LEATHERS - Jacket 44-42 Pants 34 x 30. Jerry GA 7-6464

1960 200cc Cub, Stored last 2-1/2 years. Complete rebuilt by Foster. Special carb & head, piston tires etc. Extra gears & parts. less than one hour running time. $300.00 TO 2-0764/TO 9-9950

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COMPLETE SCUBA OUTFIT: for sale or trade. Incls. tank, reg mask, 2 guns, fins, weight belt and new "Farmer John" wet suit never used. call ME 4-1917 after 5pm

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COMPLETE H-D 74 FRONT END: wheel, tire head light, bars - everything. $100 - Beck Motorcycle Jacket size 42, worn twice $35. Phone 255-2122 b4 noon

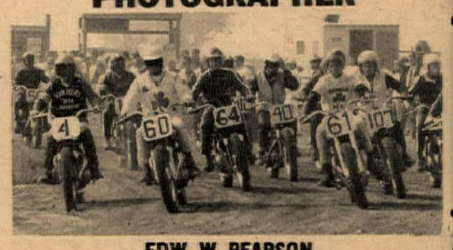
FOR SALE 1956 FORD VICTORIA - One owner - paint and upholstery etc completely original, make offer - call (805) 498-2330 - 1000 Oaks

FAST & SOUND BULTACO 200 Scrambler - 1964 - near new Pirelli Universals, TSS rod, 2 races on complete overhaul. $500. (Long Beach) 439-2447

BASKET CASE 1963 BSA Goldstar, big valves - intake port opened - head is completely new - needs a few parts and needs to be assembled. $350. call 370-4197 ask for Chuck

'65 EL CAMINO - big motor, 4 speed trans, pos trac chrome wheels. Leaving country must sell, Phone 698-6953

PHOTOGRAPHER



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PARTS BSA C15S - new spare engine parts & misc parts, one new C15S rear frame section. all parts 50% off dealers price. Complete Honda front & rear 17" wheel with tire $18 each, (2) Triumph 5TA rear frame section for flat tracking $25 each - write for details, Bruce Sanford, 4957 Mt. Gaywas Dr., San Diego - (714) 277-2743

1961 CORVAIR MONZA - white - factory air - tinted glass - powerglide $800. 289-1205

FOR SALE - '63 YAMAHA YDS-2RR $395.00 - '61 BSA Goldstar $450.00 - (2) 50cc trail bikes $140 ea. call 639-5648

1963 HONDA 250 HAWK Flattracker - complete & read to go. Seen in mains at Springfield '64 & Dayton '65 - short tracks, with all extras & priced to sell, Fastest dirt Honda in U.S. write: Mike Skyberg, 5268 E. Pine, Tulsa, Oklahoma

PAUL WILDE'S Well known 350cc Indian. (R.E), Natl TT winner, Calif TT Champ, Dist 37 Champ, Tecate open class winner, Always up front - just rebuilt end to end. Call 428-2609 $490. take over balance

POWER-SPEED - RELIABILITY - RESULTS - All availab in one package for 2-cycle engines. Watch our tea at Willow Springs on Nov. 7th. Power Research, 26 Orange Ave, Goleta, Calif.

TRADE 1959 FIAT 1100 SEDAN, runs good, excellent tires, for BSA - running or not - or BSA parts 944-4605 in Whittier.

LADY'S MACHINE: 64 Tohatsu 50cc - $75.00 - Set up for dirt, has street equipment. very good condition. Also BSA Goldstar parts - make offer FR 1-1158

WANTED - 1960 OR LATER VAN: trade for 1958 VW Sunroof, new tires, top, 3 speakers on radio, or will buy for 1000 or less. make offer. Also Avon Racing rear tyre $15 - 3.25 x 18 - good for 4 more races or will trade for 3.00 x 18 in same condition, call Barry ST 8-7551 after 5:30pm

1965 HONDA SCRAMBLER - like new, for sale or tak over payments. Looking for 250cc Road racing machine. Call Mike (213) AT 8-0468, 1175 Grandridge, Monterey Park

100 Long Playing records, mostly new - Assorted-Artists and Labels, $2.00 each - 289-1205

WANTED: '55 - '57 Triumph TR-5, suitable for restoring as dirt bike or late model Triumph T 100 SC in good condition - phone 393-7550

BRAND NEW TRIUMPH Dual Seat - never been raced $10.00. Also Machless headlamp - new $8.00 phone 769-6146

SHOP WORK - Special Motorcycles Boring machine small and large cylinders - lathe special jobs repairs - Italian bikes - George Arrues, 9252 Claymore st, Pico-Rivera, after 5:30 pm

TIRES: Available at below dealers cost: 4.00x18 Barum Knobby's, 3.00x21 Barum trails, 4.00x18 Goodyear Grasshoppers - Call or write - Bultaco-Western, 11418 Burbank Blvd, North Hollywood, Phone (213) TR 7-2400 or PO 9-0441

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